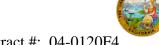
## **DEPARTMENT OF TRANSPORTATION**

**DIVISION OF ENGINEERING SERVICES** 

Office of Structural Materials Quality Assurance and Source Inspection

Bay Area Branch 690 Walnut Ave.St. 150 Vallejo, CA 94592-1133 (707) 649-5453 (707) 649-5493



Contract #: 04-0120F4

Cty: SF/ALA Rte: 80 PM: 13.2/13.9

File #: 6<u>9.yy</u>

## **DAILY PROJECT JOURNAL**

Prime Contractor: American Bridge/Fluor Enterprises, a JV Report No: DPJ-000349 **Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island Dated: 15-Oct-2007

**Location:** Changxing Island, Shanghai, China

Submittals(New / Total): CWR's: / HSR's: / NCR's: /		
Item	Title	Detail
1	Meetings attended	The Fabrication Update Brief was conducted at 11:00 today. Personnel
		from the Bay Area Toll Authority (BATA) were in attendance.
2	Other important observations	There was a meeting between upper management from ZPMC, ABF and C
		conducted at 09:00 today. The topic of discussion was start of fabrication
		for the OBG bottom and side panels.
3	Meetings attended	The ZPMC Daily Meeting was conducted at 13:00 today. CT raised the
		issue of ZPMC performing work on the shear link for the tower mock-up.
		ZPMC was welding HPS to 345 steel using undermatching filler metal whe
		overmatching filler metal is called for. ZPMC stated that they will issue an
		NCR and develop a proposal to correct the problem. Work on the shear lin
		was not shown on the fabrication schedule.
		The tack welding for the closed rib weld trials was discussed. It was
		clarified that the longest tack weld qualified in the weld trial will be the
		shortest tack weld to be used in production. It was clarified that the shortest
		spacing between tack welds will be the longest spacing between tack welds to be used in production.
		CT provided comments on the floorbeam diaphragm plate to closed rib
		connection that was seen on one of ZPMC's internal deck panel mock-ups.
		CT suggested that the Contractor should start considering issues about the
		profile of the diaphragm plate cut-out and the NDT of the connection.
		CT will research the Contract Plans to find locations where reinforcing filled
		welds are not required.
		CT stated that, as a rule of thumb, NDT after heat straightening shall include
		areas within 75 mm of the heat affect zone.
4	Other important observations	Closed ribs to be used for the closed rib weld trials were inspected.
		ABF/ZPMC measurements were verified. Areas of interest for destructive

## DAILY PROJECT JOURNAL

(Continued Page 2 of 2)

testing were marked up.

**Inspected By:** Velasco, Abifhiram Quality Assurance Inspector

Reviewed By: Lowry, Patrick QA Reviewer